ELECTRIC TROUBLE SHOOTER

AND

SPARK PLUG TESTER

- Shorts in Wiring
- Breaks in Wiring
- Wire Connectors
- Ground in Armatures Brush Holders etc.
- Continuity of Field Coils
- Grounds in Field Coils
- Dead Cells in Battery
- Spark Plugs
- Battery Cable Circuits
- Timing of Ignition
- Stuck Points in Relay
- Ground Circuits of All Lamps
- Switch Adjustment
- Head, Tail, Stop Lights

$3.50

COMPLETE

with 6 or 12 Volt Bulb No. TS42

and Neon Tube No. 140

SUGGESTED OPERATION

When testing spark plugs do not ground tester — Do not allow clip to come in contact with hand or any part of car — To avoid such contact attach clip firmly to plastic point of tester.

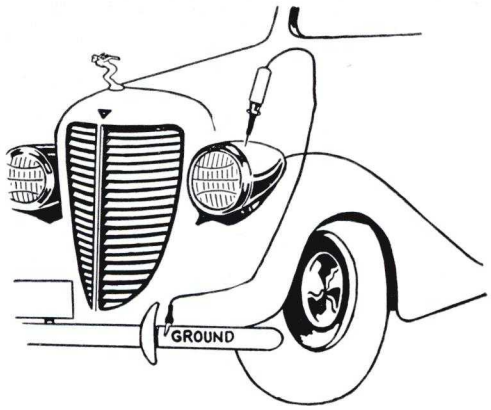
For all other testing refer to illustrated instructions on back of sheet.

Catalogue No. 14

THE TURNSIGNAL COMPANY

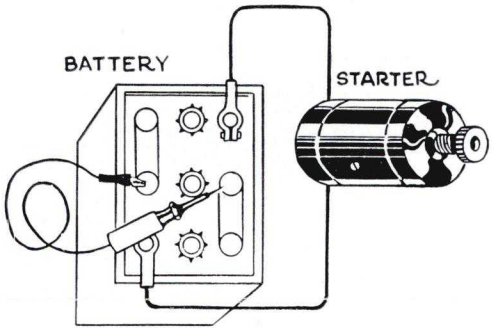
Philadelphia 21 Pennsylvania, U.S.A.

IS THE GROUND CABLE O. K.?



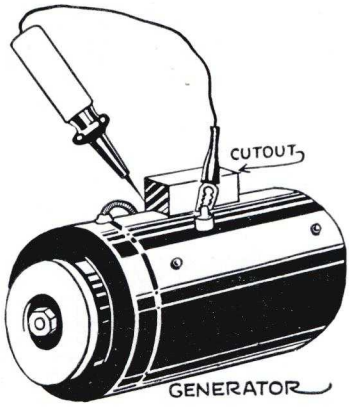
Turn on lights. If the tester lights, the lamp being tested is not grounded properly.

WHICH CELL IS DEAD?



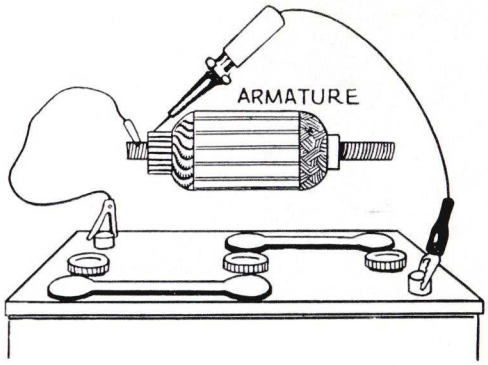
Make this test with starter cranking engine. If tester goes out, the cell is dead.

ARE THE POINTS STUCK?



If tester lights, the cut-out is defective and will run down battery.

IS THE ARMATURE GROUNDED?



If tester lights, the armature is grounded. Armatures should not be grounded.

IS THE BULB BURNED OUT?

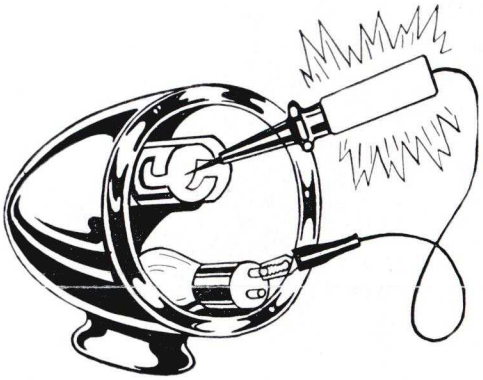
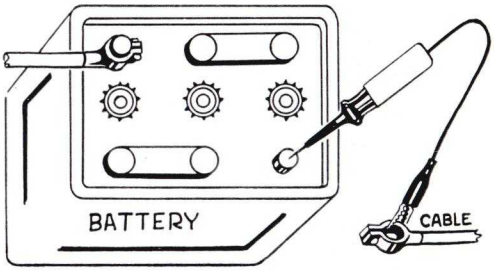


Illustration of a two-filament bulb being tested. Tester lights when filament is O.K.

SHORT IN WIRING



If the tester lights, there is a short in the wiring or some electrical equipment is turned on.

By grounding the clip anywhere on a car, the point can be pushed through the insulation of the cable being tested until it makes contact with the copper conductor inside. By this process you can quickly determine where the wire is dead and where it is alive.

Make All Tests With Engine NOT Running